



# SECOND EDITION. The China Mail. ESTABLISHED 1845

ALL KINDS OF PHOTOGRAPHY  
Work done in London  
DELIVERED BY AIR MAIL  
AMATEUR & PROFESSIONAL  
44, QUEEN'S ST.  
CENTRAL

No. 15,418.

號十二月九年二十一百九千一英

HONGKONG, FRIDAY, SEPTEMBER 20, 1912

壬子年九月二十日

PRICE, 35.00 Per Month

## GOUT - WATER.

At the request of some of our customers, we have now placed on the market a palatable mineral water which is rich in salts well-known for their curative properties in gouty disorders.

We can safely recommend the above mineral water to our customers as a safe and harmless specific for Rheumatism, Gout and Gouty Disorders.

A. S. WATSON & Co., Ltd.  
AERATED WATER  
MANUFACTURERS,  
HONGKONG.

## ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.  
Hongkong, January 3, 1912.

## SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, August 27.  
ASSOCIATION FOOTBALL.  
Surprises were rife in Scottish Association football. Of the nine First League matches, only one furnished a similar result to the corresponding engagement of last season. It is not easy to say which was the more decisive defeat, the 10-3 recorded against Queen's Park by Heart of Mid-Lothian, or the 5-1 inflicted upon Third Lanark by Motherwell. The amateurs were overwhelmed, but it is doubtful whether the professionals did themselves any good by making the reverse so pronounced. Double figures are a rarity where two First League teams are in opposition; Rangers once put on ten goals against Hibernian, and Celtic hold the record in defeating Dundee by 11-0. Rangers are not yet at the top of the form which gained them two consecutive Championships, and their a majority of two would have been better represented by one goal over the Hamilton Academicals, Celtic had to take the field without Quinn, upon whom they mostly depend for getting points, and they only drew with the greatly inferior Hibernian.

WESTERN UNION.  
Uddington, 142; Ayr, 167 for 8.  
Pole, 91; Ferguie, 86.

COUNTRY CHAMPIONSHIP.  
Aberdeen, 133; Clackmannan, 89 f.i.d.

OTHER MATCHES.  
Forfarshire, 47; Dundee Victoria, 50.  
Stirlingshire, 34; Perthshire, 103 for 4.

ARMOUTH UNITED, 152; Glasgow Celtic, 120 f.i.d.  
Glasgow Academical, 23; Dumbarton, 130.  
Kilmarnock, 43; Dumbarton, 121.  
Forfarshire, 143; Upper, 92.  
West of Scotland, 10; Strathgordon, 20.  
Northampton, 103; Clackmannan, 89 f.i.d.  
Glasgow Celtic, 120; Northampton, 103 f.i.d.

Business Notices.  
**FOR SALE.**  
**Seven NEW ROW BOATS.**  
18 feet with 4 oars.  
Price - \$145.  
**W. S. Bailey & Co., Ltd.**

**TELEGRAM**  
Received on 11 11 11 from LONDON.  
'We beg to inform you ROYAL WARRANT AWARDED our Company for Milk.



**CONDENSED MILK.**  
**MILKMAID** STERILIZED NATURAL MILK  
EVAPORATED CREAM.  
On Sale at All Stores.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**  
HONGKONG TO CANTON. CANTON TO HONGKONG.  
**SATURDAY, 21st SEPTEMBER.**  
8.00 A.M. 'HONAM.' 8.00 A.M. 'HEUNGSHAN.'  
10.00 P.M. 'FATSHAN.' 5.00 P.M. 'KINSHAN.'  
**SUNDAY, 22nd SEPTEMBER.**  
10.00 P.M. 'KINSHAN.' 4.00 P.M. 'FATSHAN.'

**HONGKONG-MACAO LINE.**  
S.S. 'SUI TAI' Tons 1851. S.S. 'SUI AN' Tons 1851.  
HONGKONG TO MACAO.  
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf, Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

On Saturday, the 21st September, the Company's s.s. 'SUI TAI' and 'SUI AN' will leave for Macao from WING LOK STREET WHARF at 2 P.M. and 7 P.M.

**EXCURSION TO MACAO.**  
On Sunday, the 22nd September, the Company's s.s. 'HEUNGSHAN' will depart from the CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 3 P.M., landing at the same Wharf.  
The s.s. 'SUI AN' will make a Special Trip from Macao leaving at 6 P.M. Excursion Tickets issued for the 'HEUNGSHAN' are available by this steamer.  
The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.  
This Steamer connects with the Return steamer from Macao at 6 P.M.  
**FARES AS USUAL.**  
Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**  
S.S. 'HOI-SANG' 457 Tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LINDA-CHINA STEAM NAVIGATION COMPANY, LTD.

**CANTON-WUCHOW LINE.**  
S.S. 'SALAM' 188 Tons, and S.S. 'NANSHING' 345 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANTU'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the Office of the  
**HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.**  
HOTEL MANSIONS (First Floor).  
Opposite the Blake Flat.

**Bijou, Scenic Theatre,**  
FLOWER STREET.  
**OPENING MONDAY, 23rd**  
FIRST APPEARANCE IN  
HONGKONG  
OF  
**MISS ADA ROWLEY**  
AND  
**MISS GLADYS SPENCER**  
See Hand Bills.

**MISS ADA ROWLEY**  
AND  
**MISS GLADYS SPENCER**  
See Hand Bills.  
Lenses & Manager, R. H. STEPHENSON  
Hongkong, September 11, 1912.

**SINGON & CO.**  
ESTABLISHED A.D. 1850  
IRON, STEEL, METAL AND HAND-  
WARE MERCHANTS. Wholesale  
and Retail. Importers of Iron and  
Foundry Castings, General Store,  
Liquors and Ship Chandlery. Nos. 25 and  
27, Central Market, Telephone No. 518.  
Hongkong, September 4, 1909.

**THE GRAND CARLTON HOTEL**  
An Ideal Family Hotel, where Living is a Real Pleasure.  
FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.  
Noted for its First Class Cuisine and Perfection of Service.  
Under the Personal Management of  
**G. E. OWEN,**  
Proprietor.  
Telephone No. 512.

Business Notices.  
**P. & O. Steam Navigation Co.**  
**HOMeward PASSENGER SEASON 1912.**  
**S.S. 'INDIA,'** (3,000 Tons)  
CAPTAIN G. W. GORDON, R.N.R.  
THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
DIRECT, WILL LEAVE HONGKONG ON MARCH 29th, 1913, CALLING  
AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR,  
AND IS DUE TO ARRIVE AT:-  
MARSEILLES - APRIL 26th.  
LONDON - MAY 3rd.  
The Accommodation in this Vessel is at the  
entire disposal of Passengers from the Far East.  
FARES TO LONDON:-  
1st SALOON £71.10 SINGLE; £108.14 RETURN.  
2nd " £48.8 " £72.12  
For Further Particulars, apply to  
**H. W. D. SHALLARD, Acting Superintendent,**  
Hongkong, September 2, 1912.

**NEW STOCK**  
OF  
**Berkefeld**  
Filters  
ALL SIZES.

**VICTORIA DISPENSARY,**  
32, Queen's Road Central.

**THE LEEDS FORGE CO., LD., LEEDS.**  
Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description  
Pioneers in the design and manufacture of  
**PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL RAILWAY WAGGONS.**  
The Undersigned have been appointed Sole Agents in Hongkong and China  
**The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.**  
AGENTS, BUTTERFIELD & SWIRE  
Hongkong, October 5, 1911.

**THE HONGKONG HOTEL.**  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.  
**J. H. TAGGART, Manager.**

**PEAK HOTEL.**  
ADAMIRABLY SITUATED AT VICTORIA GARDEN  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
OPEN to the South Winds in Summer and protected from the North-east Winds in  
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent  
island for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.  
Terms - From \$5 per day. Max. Telephone Add. - "Peaceful"  
Town Office. 4, Des Voeux Road.  
Hongkong, February 5, 1908.

**GRAND HOTEL**  
30, 32, Queen's Road Central  
A FIRST-CLASS AND UP-TO-DATE HOTEL.  
ENTIRELY under European management. Situated in the most central position  
Large and airy Rooms, luxuriously furnished, Electric Light and Fans through-  
out. Weekly arrangements of the latest pattern.  
**CURRIE, UNDER EUROPEAN SUPERVISION.**  
Ladies' Afternoon Tea Rooms. Special rates for married families on application to  
the Manager.  
CHARGES MODERATE.  
**F. REICHMANN, Proprietor.**  
Telephone No. 191. TELEGRAPHIC ADDRESS, "CURRIE," HONGKONG.  
Hongkong, November 10, 1906.

**ASTOR HOUSE HOTEL**  
(LATE CONNAUGHT HOTEL)  
QUEEN'S ROAD CENTRAL.  
CENTRALLY situated, up-to-date, clean, luxuriously furnished and under entirely  
New Management. Large and comfortable rooms, excellent cuisine, under the  
superintendence of the experienced French Chef.  
PARTICULARS AND RATES on application to PROPRIETORS.

Business Notices.  
**GREEN ISLAND CEMENT CO., LTD.**  
**PORTLAND CEMENT**  
In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.  
**Shewan, Tomes & Co.**  
GENERAL MANAGERS.

**FAIRALL & CO.**  
ARE SHOWING  
NEW FOULARDS, SERGES,  
ALPACAS, FANCY BRAIDS  
AND TRIMMINGS.  
A LARGE ASSORTMENT OF NEW  
**American Shoes.**  
No. 2, PEDDER STREET. Telephone 644.

**"Quality versus Price"**  
THE WESTERN UNION TELEGRAPH COMPANY.  
185, Broadway, New York, January 28, 1912.  
Remington Typewriter Company,  
Mr. John F. McClellan, Vice President,  
327, Broadway, New York.  
Dear Sir:  
It gives us much pleasure to say that the Remington Machine submitted for an eight months' test in our operating department, were fully up to the standards required in our original specification. Your employees were prompt and efficient in responding to our requests, and we have only commendation for the work of the Typewriters and for the service and attention of your employees.  
Yours very truly,  
NEWCOMB CARLTON,  
Vice President.

Extra from Wall Street Journal, Feb. 17, 1912.  
**UNDERWOOD TYPEWRITER.**  
Large Order Booked from Western Union Calls for Delivery of 10,000 Machines in Ten Months.  
Boston - The order which the Underwood Typewriter Co. has booked with the Western Union Telegraph Co. calls for delivery of 10,000 typewriters at the rate of 1,000 machines monthly. Shipments will be made from the company's Hartford plant.  
Eight years ago the General Electric Co. placed an order for 500 machines, which up to that time was the record. The Du Pont Powder Co. likewise ordered a similar number.  
This Western Union order was the result of competitive bidding, the part of the various typewriter manufacturers. The Remington named \$60 as the price at which it would supply the number desired. Figure compares with \$81, the lowest price ever named by that company before. The regulation retail price for the Remington is \$100.  
The L. C. Smith Co. is understood to have bid \$40 for 10,000 machines. The successful bid - that of the Underwood Co. - is understood to have been \$32.50. Specification is called for the delivery of the machines within one year. Further specifications called for a 10-year guarantee against repairs.

**SIEMSEN & Co.**  
HONGKONG & CANTON  
GENERAL AGENTS FOR  
REMINGTON TYPEWRITER CO.

**For Bathing Parties.**  
Blackberry Brandy,  
Cherry Brandy,  
Cherry Whisky,  
Sloe Gin,  
Cherry Gin,  
Perry.  
**CALBECK, MACDONALD & Co.**





# Hughes and Hough

Auctioneers to the Government.

General Auctioneers  
AND  
Share, Coal and  
General Brokers.

PROPRIETORS

"TO-KWA-WAN"  
COAL STORAGE.

Codes used:  
A.B.C. 4th & 5th Editions.  
All Telegraphic Codes.

Telegraphic Address:  
"MEIKION" HONGKONG.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 21st September, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

SUNDY

VALUABLE HOUSEHOLD FURNITURE,  
1 Case Cotton Blankets,  
1 Case Toilet Soap,  
1 Bathing (New),  
3 Pianos,  
3 Typewriters,  
1 Roneo Duplicator,  
And  
1 Cash Register.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, September 17, 1912. 1171

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 21st September, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A NUMBER OF CASES OF

HAMMER BRAND BEER.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, Sept. 18, 1912. 1174

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

WEDNESDAY,

the 25th September, 1912, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A LARGE QUANTITY OF

VALUABLE TEAKWOOD & BLACKWOOD FURNITURE,  
Consisting of:—  
Blackwood Cabinets, Stands, Marble Inlaid Seroons, Tea and Occasional Tables, Stools, etc., One Drawing Room Suite, Tapestry Covered, Leather Covered Chairs and Sofas, Carpets, and Rugs, a few Pictures, Paintings and Engravings, Bed Room Furniture (new), Double and Single Brass-mounted Bedsteads and Cots, Teakwood Dining Room Furniture, etc., Dinner and Dessert Services, Crockery, Electroplated and Glass Ware, Cooking Stoves, etc., Enamelled Ware, Cutlery, etc.

Also  
Large and Small Iron Safes, Typewriters, One Bathtub and Two Pianos,  
And  
A private collection of about 600 Stamps of Portugal and Colonies.  
On view day before sale.  
Catalogues will be issued.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, September 19, 1912. 1179

## FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

One 'RONEO DUPLICATOR' Complete with all accessories and practically new.

One Case REGISTER, in working Order.

THREE TYPEWRITERS  
AND THREE PIANOS.

For further particulars apply to the Undersigned.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, Sept. 13, 1912. 1153

## NOTES ON WILD IN LIFE

HONGKONG AND SOUTH CHINA.

By the Rev. G. A. BUNBURY, M.A.  
To be had at the 'CHINA MAIL' Office.

# Geo. P. Lammert AUCTIONEER.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY,

the 23rd September, 1912, commencing at 11 A.M., at No. 2, OMBURY TERRACE, Kowloon.

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE,  
Also  
1 Cottage Piano by 'L. Romblid' in good condition.

(Full Particulars from Catalogue).  
On view from Saturday, the 21st Sept. Terms:—Cash on delivery.

Geo. P. LAMMERT,  
Auctioneer.  
Hongkong, September 16, 1912. 1181

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 24th September, 1912, commencing at 2.30 p.m., at his Sales Rooms, DUNDRELL STREET.

A LARGE QUANTITY OF

HOUSEHOLD FURNITURE,  
Comprising:—  
Silk Tapestry Covered Drawing Room Suite, Double and Single Wardrobes with Bevelled Glass Doors, New Brass Bedsteads, Brass-mounted Bedstead, Teak Toilet Table, Teak and Marble-top Washstand, Chest-of-Drawers, Teak Overmantels, Teak Sideboard with Bevelled Mirrors, Dining Table and Chairs, Dinner Wagon, Dinner Service and Glass Ware.

Blackwood Ware, Brass Fenders and Brackets, Carpets, Rugs, Lace Curtains, etc., etc.

Also  
One Cottage Piano in good condition.  
One Tremble Sewing Machine.  
Four Typewriters.  
One Fine Tinted Carpet 14' x 21'.

On View from Monday, the 23rd Sept. Catalogues will be issued.  
TERMS:—Cash on delivery.

Geo. P. LAMMERT,  
Auctioneer.  
Hongkong, September 18, 1912. 1178

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 21st September, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A NUMBER OF CASES OF  
HAMMER BRAND BEER.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, Sept. 18, 1912. 1174

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

WEDNESDAY,

the 25th September, 1912, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A LARGE QUANTITY OF

VALUABLE TEAKWOOD & BLACKWOOD FURNITURE,  
Consisting of:—  
Blackwood Cabinets, Stands, Marble Inlaid Seroons, Tea and Occasional Tables, Stools, etc., One Drawing Room Suite, Tapestry Covered, Leather Covered Chairs and Sofas, Carpets, and Rugs, a few Pictures, Paintings and Engravings, Bed Room Furniture (new), Double and Single Brass-mounted Bedsteads and Cots, Teakwood Dining Room Furniture, etc., Dinner and Dessert Services, Crockery, Electroplated and Glass Ware, Cooking Stoves, etc., Enamelled Ware, Cutlery, etc.

Also  
Large and Small Iron Safes, Typewriters, One Bathtub and Two Pianos,  
And  
A private collection of about 600 Stamps of Portugal and Colonies.  
On view day before sale.  
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# YOUR BACK PAINS And How to Cure Them.

Mr. SAWYER, LIKE THOUSANDS OF OTHERS, FOUND FROM EXPERIENCE THAT DR. WILLIAMS' PINK PILLS ARE THE ONE RIGHT REMEDY.

A mistake commonly made by those who suffer from backache, weak backs, and pains across the loins, is to imagine that these troubles mean Kidney Complaint. Most frequently they arise from nerve debility and blood weakness, and all that is necessary to bring about complete cure is to cleanse and strengthen the blood, and build up the nerves, by a course of Dr. Williams' Pink Pills for Pale People. Thousands of sufferers in all parts of the world have found permanent cure in this way. Mr. C. T. Sawyer, of the Indian Telegraphic Department, is one of them. Recently, when sent to Moumein, Burma, where he now is stationed, he related the facts of his case.

"Four years ago when stationed in Madras I became very unwell," said Mr. Sawyer. "This illness started with uncomfortable sensations in the stomach, headaches, and a feeling of depression. Food that formerly I had enjoyed became repugnant; what little I ate induced nausea and vomiting."



"One of my greatest troubles was pains in the small of the back. These were bad enough in the day, but at night they became so severe as to be almost unbearable. As time passed I became so nervous that with any excitement my hands and limbs trembled so that I would have to rest until my nerves quieted again."

"Two years ago I had to get sick leave for six months, but medicines did me no more good than before. Life seemed of no use to me. A friend, seeing my pitiful condition, advised me to try Dr. Williams' Pink Pills. I sent out at once for a couple of bottles, and found that these brought me relief, for with their use my appetite picked up and after food no pains worried me. Then I got another half dozen bottles, and before these were finished I felt a different man. The uncomfortable feeling in my stomach had ceased, my spirits were brighter, my nerves strong, the headaches and back pains had vanished altogether. I could go to bed knowing that a night of restful sleep was before me, and on arising in the morning my mouth would be clean and free from the vile coating which I had known on awakening for so long. Since then I have been in the best of health. Dr. Williams' Pink Pills are a boon to sufferers from such an illness as mine was."

A HELPFUL BOOKLET, "Diseases of the Nervous System," will be sent FREE by mail on application by letter or postcard to The Dr. Williams' Medicine Co., 34, Southview Road, Shanghai. Dr. Williams' Pink Pills for Pale People can be obtained from the same address, one bottle for \$1.50, six for \$8.00 post free, also from reputable medicine vendors everywhere.

THE GOLDEN AGE.

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CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

"THIS remedy always wins the good opinion, if not the praise, of those who use it. The quick cures which it effects, even in the most severe cases, make it a favorite everywhere. It is equally valuable for children, and when mixed with sweetened water is pleasant to take. For sale by all Chemists and Storekeepers."

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# A SCOTTISH GOLDFIELD.

Peat's Mine that may be Worked Again.

The twin sons of the Marquess and Marchioness of Lintithgow, who were present at a Unionist gathering at Hopetoun, will, sooner or later, very possibly be the recipients of golden jewels from the Crawford Moor, on which a gold mine was worked for very many years.

The late Marquess of Lintithgow was presented with a watch, the solid gold case of which was from the precious metal from the old gold mine, and the present marchioness on her wedding day had a ring of Leadhills gold presented to her. It is within the range of possibility that the famous Scottish gold mine may again be worked. One expert, who has had a mining experience in South Africa, on being questioned as to the probability of it paying the cost, remarked: "Well, looking to its interesting history, the amount of gold that it has yielded and the fact that as late as 1896 veins of gold in quartz rock were found—two veins were vouched for by M. Paull, manager—I would ten times rather risk my money in any scheme for prospecting extensive gold-bearing quartz on Crawford Moor gold mine than sink it in attempting to recover Spanish doubloons from the ships of the Armada."

Eighty opulent years.

Within the bounds of the moor lie the two highest villages in Great Britain—Wanlockhead and Leadhills. These owe their existence as hamlets to the lead-mining industry which has been carried on by their inhabitants for many generations. Silver as a by-product of the lead-melting process is produced in rather small quantities. But for some centuries at least gold digging has not, as a special industry, been undertaken.

In 1619 Steven Atkinson, one of the goldsmen of Crawford Moor, first applied the appellation of "God's Treasure House in Scotland" to this old goldfield, and the name term was used in 1876 by the Rev. Dr. Moir Porteous, as the title of his book dealing with the subject.

So early as the reign of King James V. of Scotland it is on record that no fewer than 300 persons maintained themselves by washing gold, and it is stated—several antiquaries refuse to pronounce as to the truth of the statistics—that for 80 years the annual value of the yield of the Crawford Moor district was upwards of £100,000.

A new gold piece, the first of all the Scotch coins (the bonnet piece) was, in the reign of James V., minted from the gold of the Crawford Moor diggings. It is said these coins got their name from the bonnet which James V. wore in his portrait on the obverse side—the same style of bonnet which the King delighted to wear, it is believed, in the capacity of the "Gaid Man of Ballengeigh." His Majesty was very proud of his goldfield, the produce of which was known as "the King's own gold," and the King showed his pride in many ways.

He took his second Queen, Mary of Guise, personally to visit the district, and it was at his marriage feast with this queen of France that he caused to be placed before each guest a covered cup full of bonnet pieces minted in the Scottish mint at Edinburgh out of the gold found in Crawford Moor. His Majesty told the astonished magnates sitting round the table that this unusual "dessert" consisted of the "finest fruits" of a Scottish moor. He also presented his father-in-law, the Duke of Guise, with a piece of "unwrought gold of the moor."

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Hongkong, April 19, 1912.

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N. J. STABB,  
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Hongkong, July 1, 1912. 1517

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Manager.  
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A. F. VAN RIECK, Agent.  
Hongkong, July 14, 1912.

## RUSSIA AND THE CHINESE FRONTIER.

Future of Mongolia.

BY PUTNAM WEALE.  
Peking, July 25.

As a fit introduction to a discussion of the question of Russia and the Chinese frontier, I extract from a Pruss report that portion of Monsieur Sazonoff's speech on foreign relations, made before the Duma on April 26, which dealt with the Far East. Monsieur Sazonoff said:—  
The new Chinese Government has not yet been definitely constituted, nor have the Powers been requested to recognise it. To the regime Russia is indifferent, and in the struggle of parties she is neutral, restricting her activity to the protection of her own interests.

Northern Mongolia, or Khalkha, has seceded from China, and entered the Slav neighbour to espouse her cause. Some Russians have clamoured for the promulgation of a Protectorate, others have anathematised all forms of activity, whether intervention or mediation; but the Government has chosen the happy medium between these extremes.

Mongolia is the common name for several provinces which have little in common. Inner Mongolia gravitates towards the South Manchuria Railway zone, Eastern Mongolia belongs to Manchuria; Northern Mongolia, which is surrounded from China by the Gobi Desert, conserves a physiognomy of its own. The inhabitants of this province are nomads governed by princes. The Chinese element is insignificant.

The secession was brought about by China persistently ignoring the institutions, customs, and needs of the population, and attempting to quarter troops among them, to give them a Chinese Administration, and to colonise the country. The Peking, or Khutuktu, headed a successful separatist movement. But Mongolia is unprepared for independence, lacking as she does leaders, money, and an army. Her separation from China would therefore compel Russia to occupy the country, or else permit the Chinese to re-enter it as conquerors. Anxious to escape from this embarrassing dilemma, the Russian Government agreed to mediate between China and Mongolia on three conditions: China must undertake to cease colonising the country, stationing troops there, and sending Chinese administrators thither.

I myself fail to perceive grounds for so much to compel us to admit that the annexation of Northern Mongolia would be beneficial to us. Our interests require only that in contentious Mongolia there should be no strong military State. Thanks to the neighbourhood of the Mongolian, our Siberian frontier is better protected than if we built fortresses along it, and stationed formidable garrisons there.

A CONTRADICTION IN TERMS.  
I have prefaced what I propose to write on this great question by giving first the Russian official statement, because I think it will be no difficult task to prove that not only is Monsieur Sazonoff wrong in his reading of the course of contemporary history and, inferentially, of past history on the Mongolia frontier, but that it will soon be proved imperative for Russia either to annex Outer Mongolia or to retreat frankly and cheerfully from an untenable position. If she does the first she will be deliberately sowing the wind; if she does the second—not in any undue haste, but carefully and deliberately, when the right hour has come—she will be safeguarding her ultimate heritage, which is, perhaps, all Asia. In any case, what Monsieur Sazonoff says now, presumably in good faith, is nothing but a contradiction in terms. In one and the same breath he lays down that independence being impossible, the separation of Mongolia from China would compel Russia to occupy the country in force; but since Russia does not desire to do that, and since the Chinese must not be allowed to re-enter the country as conquerors, the solution which appeals to St. Petersburg is that, while the region is to remain under nominal Chinese suzerainty, the Khalkha tribes must be abandoned to their own devices. Surely this is what rhetoricians call an enthymeme—an argument consisting of only two propositions, an antecedent and a consequent—a syllogism in which the middle proposition is suppressed. It certainly requires some acquaintance with the principles enunciated by Machiavelli in "The Prince" and "The Discourses" to understand Monsieur Sazonoff in plain language he undoubtedly means that methods which have proved reasonably successful in the case of the Khanates of Central Asia are to be slowly applied to Outer Mongolia—unless China is sufficiently clever to checkmate her northern neighbour before it is too late. The present writer is under no delusions—nor has he ever been under any delusion—regarding the necessity of China coming to her own only after many hard blows and much bitter experience; he believes that these alone can purify the nation and consume the accumulated dross of centuries. Therefore, as a friend of the Peking Government, he cannot wish Russia to do more than cautiously and carefully to modify her attitude in proportion to the capacity China shows not only to organise her Republic, but to hold in check those other forces which always threaten to overturn the equilibrium of the Far East.

(Continued on page 4.)

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Boston & New York	Jessie	Arnold, Karberg & Co.	About Oct. 25.
Chesof & Newchwang	Ningpo	Butterfield & Swire	Sept. 21, at 4 p.m.
Europe, Trieste, &c.	Goeben	Butterfield & Swire	Sept. 21, at 10 a.m.
Europe, Trieste, &c.	Anstie	Butterfield & Swire	Sept. 21, at 10 a.m.
Europe, Trieste, &c.	Stungang	Butterfield & Swire	Sept. 24, at 8 a.m.
Kobe & Yokohama	Pulaha	Jardine, Matheson & Co., Ltd.	Sept. 20, at Noon
London & Antwerp	Devanha	P. & O. S. N. Co.	Sept. 23, at Noon
London, Antwerp, &c.	Ceylon	P. & O. S. N. Co.	About Oct. 4.
Manila, Melbourne, &c.	Prins Waldemar	Melchers & Co.	Oct. 6, at 10 a.m.
Manila, Antwerp, &c.	Tyuan	Butterfield & Swire	Sept. 21, at Noon
Man, Udon, & A. & W.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 27, 5 p.m.
Manila, Cebu & Lulu	Rubi	Shewan, Tomes & Co.	Sept. 21, at 4 p.m.
Manila, Cebu & Lulu	Longwang	Jardine, Matheson & Co., Ltd.	Sept. 21, at 4 p.m.
Manila, Cebu & Lulu	Taming	Butterfield & Swire	Sept. 24, at 4 p.m.
Manila, Cebu & Lulu	Kumano Maru	Nippon Yusen Kaisha	Sept. 27, at Noon
Manila, Cebu & Lulu	Caladonien	Messageries Maritimes	About Sept. 24.
Man, Havre & B. & S.	Siebia	Hamberg, Arnica & Co.	About Sept. 27.
New York v. San Francisco	Kaisang	Jardine, Matheson & Co., Ltd.	About Sept. 22.
New York	Pathan	Dodwell & Co. Limited	About Oct. 8.
San Francisco, Japan	Nippon Maru	Toyo Kisen Kaisha	Oct. 29, at Noon
San Francisco, Japan	Chiyo Maru	Toyo Kisen Kaisha	Oct. 8, at Noon
Salina Cruz, v. Japan	Buyo Maru	Toyo Kisen Kaisha	Oct. 4, at Noon
Robe & Moji	Thongwa	D. Sassoon & Co., Ltd.	Sept. 21, at 1 p.m.
San Francisco, Japan	China	Pacific Mail S.S. Co.	Sept. 21, at 1 p.m.
San Francisco, v. Japan	Shanghai	Jardine, Matheson & Co., Ltd.	Sept. 22, at 1 p.m.
Shanghai	China	Butterfield & Swire	About Sept. 23.
Shanghai	Korber	P. & O. S. N. Co.	About Sept. 23.
Shanghai & Kobe	Hiroshima Maru	Nippon Yusen Kaisha	Sept. 30.
Shanghai & Kobe	Flintshire	Jardine, Matheson & Co., Ltd.	Sept. 23, at Noon
Shanghai & Kobe	Kaisang	Jardine, Matheson & Co., Ltd.	Sept. 23, at 4 p.m.
Shanghai & Kobe	Japan	D. Sassoon & Co., Ltd.	Sept. 21, at 4 p.m.
Shanghai & Kobe	Derflinger	Melchers & Co.	About Oct. 2.
Shanghai & Kobe	Daigi Maru	Oaka Shosen Kaisha	Sept. 23, at Noon
Shanghai & Kobe	Kaijo Maru	Oaka Shosen Kaisha	Sept. 23, at Noon
Shanghai & Kobe	Sohna Maru	Oaka Shosen Kaisha	Sept. 23, at 10 a.m.
Shanghai & Kobe	O. Ferd. Laeiss	Douglas, Laeiss & Co.	Sept. 22, at 11 a.m.
Shanghai & Kobe	Chipping	Jardine, Matheson & Co., Ltd.	Sept. 21, at 4 p.m.
Shanghai & Kobe	Huichow	Butterfield & Swire	About Oct. 3.
Shanghai & Kobe	Ororio	The Bank Line, Ltd.	About Oct. 3.
Shanghai & Kobe	Tacoma Maru	Oaka Shosen Kaisha	Oct. 3, at 1 p.m.
Shanghai & Kobe	Tacoma Maru	Nippon Yusen Kaisha	Sept. 24, at 4 p.m.
Shanghai & Kobe	Tacoma Maru	Canadian P. & O. Co.	Oct. 28, at 8 p.m.
Shanghai & Kobe	Tacoma Maru	Canadian P. & O. Co.	Oct. 28, at 8 p.m.
Shanghai & Kobe	Tacoma Maru	Butterfield & Swire	Sept. 28, at 4 p.m.

## SHIPPING.

## Latest Steamer Movements.

Exclusive of Movements reported to-day.

Ocean S. S. Co.

Achilles, A. H. K. from S'hai Sept. 19.

Ajax, L. Liverpool Sept. 28.

Aldous, L. Hankow H. Sept. 1.

Antenor, L. Kobe H. Sept. 18.

Antiochus, L. Hankow Sept. 14.

Bellerophon, A. Home Sept. 3.

Calchas, P. Canal O. Sept. 3.

Cyclops, L. Spore H. Aug. 28.

Hector, A. H. K. O. Sept. 23.

Idomeneus, A. Home Sept. 6.

Jason, L. Spore H. Sept. 1.

Laertes, P. Canal O. Sept. 10.

Laertes, L. Kobe H. Sept. 19.

Menelaus, A. Hankow Sept. 22.

Parolus, P. Canal H. Sept. 13.

Peleus, L. Liverpool Sept. 10.

Persus, P. Canal O. Sept. 8.

Prometheus, L. Liverpool Sept. 12.

Stentor, L. Liverpool Sept. 14.

Talithybus, L. Liverpool Sept. 14.

Talithybus, A. S'hai from H. K. Sept. 6.

Tecum, A. Yama from Tacoma Sept. 20.

Theosus, L. Liverpool Sept. 21.

Titan, A. Tacoma Aug. 31.

Tydeus, P. Canal O. Sept. 17.

Ulysses, L. H. K. for Kobe & Yama Sept. 12.

China Mutual S. N. C.

Atrous, A. Home Sept. 17.

Demodocus, L. Spore H. Aug. 28.

Hyson, P. Canal O. Sept. 17.

Kaemon, A. Penang O. Sept. 20.

Laomedon, L. H. K. for Spore Sept. 17.

Memnon, L. Spore H. Sept. 3.

Myrmidon, L. Liverpool Sept. 28.

Nelus, L. Spore H. Sept. 11.

Pinguet, L. H. K. for Kobe & Yama Sept. 7.

Polyphemos, L. Spore H. Aug. 23.

Proteus, A. Yama from Kobe Sept. 20.

Rheus, A. Home Sept. 9.

Tenaki, L. Liverpool Sept. 21.

Yangtze, L. H. K. O. Sept. 19.

Shire Line.

Carmathenshire, L. Spore H. Sept. 2.

Denbighshire, A. Home Aug. 27.

Den of Glamis, A. H. K. O. Sept. 5.

Flintshire, P. Canal O. Sept. 10.

Monmouthshire,

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BRANDIES

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London including

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GARNER, QUELCH & Co.,

TELEPHONE 636.

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BLUE BLACK, SCARLET AND CHECKING INKS,

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(The finest mucilage on the market).

Obtainable only from

STERNBERG'S (SUB-AGENTS),  
OLD POST OFFICE BUILDING.

Sole Agent for Hongkong and South China.

H. STEPHENS,

10, QUEEN'S ROAD CENTRAL.

Hongkong, April 17, 1912.

535

NOTICE.

THERE IS ONLY ONE PLACE for the BEST MEAL in HONGKONG

Alexandra Cafe.

The Best Bread made in Hongkong.

Hongkong, September 17, 1912.

BOB HOWARD, Sole Proprietor.

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No More Grey Hair

You can easily avoid that most disquieting sign of age—grey hair—by using

BROUX MIXTURE OR VENETIAN MIXTURE,  
WARRANTED HARMLESS

which imparts a natural colour, light brown, dark brown or black, and makes the hair soft and glossy. It is a perfect, cleanly and harmless stain, washable and lasting, most easy to apply.

PARIS TOILET

No. 15, QUEEN'S ROAD CENTRAL.

Hongkong, April 30, 1912.

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Forward their Parcels and Cases, etc.

BY THE

China Express Co.

THE OTHERWISE

TAKE THE CONSEQUENCES.

Do not add to the trials of every day life by trying to ship your own effects, curios, etc. We forward packages of any size, shape or weight to ALL PARTS OF THE WORLD AT LOWEST RATES.

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Baggage Stored or Transhipped.

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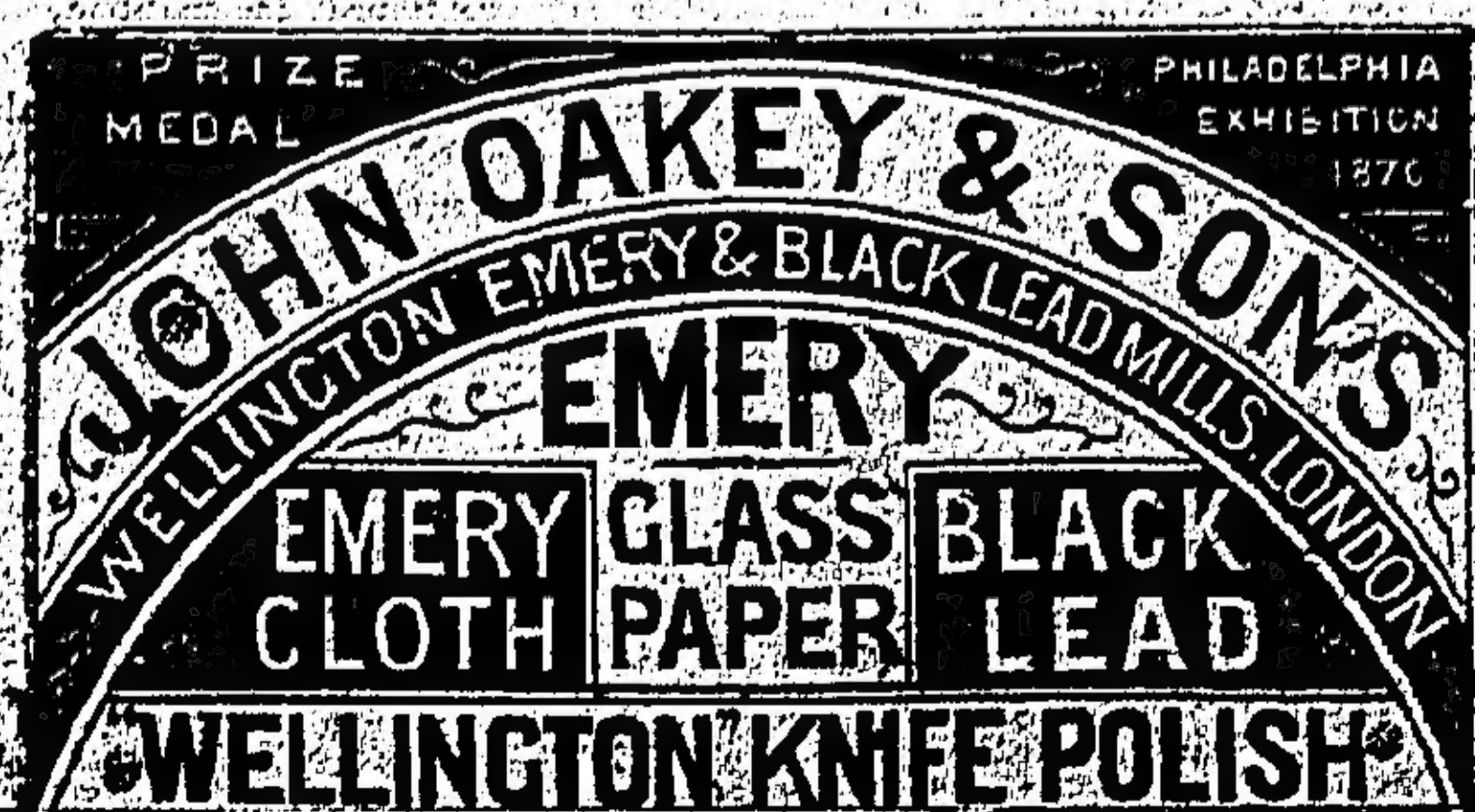
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Hongkong, June 1, 1912.



JOHN OAKLEY & SONS LIMITED, Wellington, N.Z.

RUSSIA AND THE CHINESE FRONTIER.

(Continued from page 4.)

**THE REACHING PROBLEM.**  
For the Russian official view as it finds expression in Monsieur Sazonoff's speech (leaving aside the question of possible Machiavellism) is surely too narrow and too short-sighted. It ignores—or attempts to ignore—the tremendous consequences of what took place in the vicinity of Tushima. It treats the question of the Mongolian frontier as if that question could be localised—detached from all other questions of the Far East—whereas, what happens in Unga and in the whole vast stretch of territory known as Northern Mongolia, which reaches from Chinese Turkestan to the great Manchurian province of Heilungkiang, has an immediate effect as far as the Sea of Japan, immediately precipitating fresh crises, immediately blackening the outlook, precisely as the moves and counter-moves around Constantinople and the Dardanelles affect Rome, Vienna, St. Petersburg, Berlin, and London to such an extent that there is no forecasting what the precise consequences may be. To establish clearly what appears to a student in Peking to be the only possible view regarding Mongolia it is necessary to become historical. This does not mean a dry-as-dust discussion, in terms of the ordinary text-book, but that more romantic method which makes the chronicles of nations pleasing narrative. The history of the contact between the Russian and Chinese Empires—and the consequences which have flowed from that contact—forms, indeed, one of the most romantic pieces of literature in the world—it is the history of two peoples wandering astonished through great deserts and dense forests, only populated by simple nomads, and coming suddenly face to face with one another as the representatives of two opposing civilisations fated to mingle their destinies and yet to remain distinct. It is a history so simple to understand that there can be no disputed points; it is the history of primitive instincts primitively displayed. As rapidly as possible we will set forth certain salient facts; once these have been digested, the rest of this argument becomes easy.

RUSSIA'S EASTWARD MARCH.

The Russians crossed the Ural mountains towards the end of the fifteenth century. In 1587 they founded Tobolsk; in 1604, Tomsk; in 1619, Yeniseisk; in 1632, Yakutsk; and, finally, in 1638, Olenok, on the frozen Pacific Ocean. The first line of Russia's irresistible advance towards the Pacific followed very northerly latitudes, indeed, and left the Balkan and Amur regions far to the south. All the towns of Eastern Siberia named above lie between latitude 53deg. and 63deg.; the great ranges of the Yablonoi and Stanovoi mountains are interposed between them and the Balkan-Amur regions.

It was not long, however, before the adventurous Cossacks, descendants of Yermak, to whose energies this remarkable expansionist movement owes its origin, had been due, heard of richer and more desirable lands lying further to the south. Wild tales of peoples tilling the soil and possessing gold and silver were carried to them by the nomads, who, cringing at their feet, and offering to them the skins of the sable and the bear as tribute, hoped that these reports would rid them of such marauders. The imagination of these Cossacks was, indeed, so fired, that it was merely a question of time for them to be drawn southwards, just as the needle is drawn to the magnet. The first expeditions crossed the watershed separating the northern settlements from the Amur almost precisely at the death throes, the year 1643; in the following year the Manchus had formally succeeded to the Dragon Throne in Peking. It is a curious and interesting feature that the Manchus and the Muscovites should have lain claim to this vast land of virgin forests and great rivers, in almost precisely the same way as the French and the English did in America a few decades later, the struggle in both cases being round the waterways. The first Cossack expeditions did not accomplish much, save to spy out the land and see how rich it was; but so rough were their methods that the terror-stricken natives fled before their advance, as from the plague.

EARLY COLONISATION.

It was not until 1650 that Khabarov, a wealthy Siberian, whose name has been preserved in the capital of the maritime province of Eastern Siberia, undertook the subjugation of the newly-discovered territories. Reaching the Amur River, and destroying whatever native resistance he encountered, in 1651 he collided for the first time with the authority of China. Fifty Manchu horsemen, sent by a Manchurian governor to collect tribute, met the Russian adventurers in battle, but fared no better than the native Tungus. They were driven into ignominious retreat and then hunted down. Peking at last, apprised of what was taking place in this frontier zone, quickly reinforced the frontier guards, and for many days a frontier war was waged with varying success. Sometimes the Russians completely surprised the Chinese forces, and scenes of slaughter were witnessed which are adequately described in rude chronicles. But in 1686 a large Manchu force, coming down the Sungari River in boats, completely surrounded and destroyed the main body of Russian adventurers, and it seemed as if the Russian expansion on the Amur was definitely and absolutely checked. In less than a decade, however, a new movement, starting from the trans-Baikal

regions, reopened the old question. In spite of sharp diplomatic protests from the Chinese, a Russian town, destined to enjoy much repute, named Albazin, was founded on the upper reaches of the Amur, and served as a focus for all these pioneering activities. Steadily pursuing a policy of both forceful and pacific penetration, the Russians, in spite of all diplomatic protests, gradually re-established themselves along the entire course of the Amur, and in the eighties of the seventeenth century were once again in firm occupation of many strategic points. The Chinese were, now so seriously alarmed that they determined upon extreme measures. The new dynasty was firmly established in Peking; the last Ming resistance in the provinces had long disappeared; the Chinese were so faithfully obedient that these Russian frontier troubles were the only cloud on the horizon. Early in 1683 a Manchu host numbering many thousands of men advanced on Albazin. Intimidated by this display of force, the Russians gave way and agreed to evacuate the country; but no sooner had an arrangement been made and the Chinese forces withdrawn than they repeated their former tactics. Other influences, however, were at work. The Manchu dynasty, already convinced that the question of the Amur frontier was a vital one to their sovereignty in China, had some years previously despatched emissaries to Moscow. As a result of these preliminary negotiations, duly authorised Russian and Chinese frontier commissions, coming direct from the rival capitals of Peking and Moscow, met in the town of Nerchinsk in 1689. The momentous character of these negotiations may be gauged from the composition of the Chinese Embassy; it is said to have numbered no less than 9,000 persons, 4,000 camels and 15,000 horses being used to transport this vast host. (To be continued to-morrow.)

DEAD MURDERERS.

A Grim Exhibition.

New York, Aug. 15.  
"A murderer's body," wrote the New York correspondent of the London Daily Telegraph, "must not be exhibited for advertising purposes and cash payments, and ought to be buried immediately." This decree, which was issued last night by the Health Department of New York, relates to the remains of five of the six Italians who were electrocuted, as described in the *Daily Telegraph*, and has brought dismay to a firm of foreign undertakers, who had acquired the bodies from the prison on the plea that they represented the relation, and desired to give the corpses ceremonial burial.

"Apparently the electrocuted men had no relatives in America, and the undertakers, admittedly for the sake of advertisement and to secure the cost of the burial, arranged a grim exhibition, to which tens of thousands of morbid people, chiefly Italians, flocked throughout yesterday, some remaining in line nearly as hour to get a glimpse of the dead criminals, who lie in state side by side in the undertakers' cellar. No charge was made, but plates at the feet of the corpses invited donations, and many were given.

Sometimes the crowd was so dense that two men were required to keep the people in line. "Don't crush! Keep cool and you'll all have a chance," shouted a junior member of the undertakers' firm. The latter complained bitterly when informed that the bodies must be buried to-day.

"I was doing the best I could for these fellows," he asserted, indicating the ghastly relics with a wave of the hand. "All I want out of it is an advertisement. If the exhibition could have lasted until Saturday they could have had elegant baskets instead of common shells. I don't see why the Health Department should interfere and spoil everything. There is no charge for admission, and what is left over from the donations would buy masses for the souls of the departed. I am simply doing my best for these men's bodies, and making their future all merry and bright."

The undertaker's attitude was that of a legitimate showman, whose profitable enterprise had been unjustly prohibited. He was utterly at a loss to see in what way his exhibition could offend public decency. Had the exhibition been allowed to continue until Saturday, as originally planned, he boasted that the five murderers would have had a procession of sixty coaches and a brass band of twenty performers.

The Italian colony, which chiefly patronised the exhibition, rather sympathised with the undertaker. Many asserted that a rival undertaker had been permitted to exhibit the body of a "Black Hand" murderer for twelve days before shipping it to Italy for burial.

The Man Who Gets There

Is the man who has blood—real rich red blood, and plenty of it—in his body.  
**WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND**  
makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Patents \$1.25 and \$2.25.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch-boat	1700	12	2000	Comdr. C. L. Lamb	Hongkong
Admiralty	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	80	Lt.-Comdr. B. S. Pritchard	Kiukiang
Britomart	river gunboat	710	2	80	Lt.-Comdr. W. H. Darwall	Hankow
Cadmus	aloop	1070	6	1400	Comdr. H. P. E. T. Williams	Hankow
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clive	aloop	1070	6	1400	Comdr. H. H. Vane	Canton
Defence	cruiser, 1st class	14,401	—	—	—	Hongkong
Fame	torpedo boat destroyer	380	6	5700	Lieut.-Comdr. H. S. Monroe	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. E. Boddam-Whelham	West River
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Maxwell	Swatow
Kent	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.M.	Amoy
Kinsla	river gunboat	618	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Marlin	aloop	1340	—	—	Capt. F. C. C. Pasco	Surveying duties
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. G. C. Cayley	Shanghai
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Barttelot	Shanghai
Moorhen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. P. E. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	248	Lieut.-Com. Malcolm Murray	Yangtze
Otter	torpedo boat destroyer	350	6	4300	Comdr. Seymour	Hongkong
Pegasus	cruiser	2133	—	—	Capt. F. H. Mitchell	Shanghai
Prometheus	cruiser	2137	—	5000	—	Singapore
Ribble	torpedo boat destroyer	380	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. Allan Dixon	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. E. Hutton	West River
Snake	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	4500	Lt.-Comdr. Brickenden	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyres	Hongkong
Tartar	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt.-Comdr. H. R. Cottrell-Dormer	Hankow
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. B. W. Blisset	Shanghai
Virago	torpedo boat destroyer	350	6	4300	Lieut.-Com. H. D. Adair-Hall	Hongkong
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. F. A. Reyne	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. T. B. Chambers	Shanghai
Whiting	torpedo boat destroyer	380	6	4500	Comdr. G. B. Hartford	Hongkong
Widgeon	river gunboat	195	2	800	Com. M. H. Wilding	Katong
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt.-Comdr. J. R. A. Codrington	Hongkong
0.35	torpedo boat	—	—	—	Lt.-Comdr. Woodward	West River
0.36	torpedo boat	—	—	—	Lt.-Comdr. Murphy	West River
0.37	torpedo boat	—	—	—	Lt.-Comdr. Nicol	West River

Flagship of Vice-Admiral Alfred L. Winsloe, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauts	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Vergez	Shanghai
Kleber	French armoured cruiser	9700	12	19,600	Capt. Goutz	Saigon
Decidie	French gunboat	445	10	1700	Lieut. Vandier	Saigon
Argus	French river gunboat	180	8	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jerville	Canton
Paiho	French gunboat	130	—	—	Lieut. Cullin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tchong-Kin
† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protes	French sub-marine	—	—	—	—	Saigon
* Styr	French armoured gunboat	1708	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	French destroyer	150	7	300	Comdr. de Marquassar	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence Indo-China.						
Enden	German cruiser	3600	22	13,500	Capt. v. Restorff	Tientsin
Gatissau	German armoured cruiser	11,800	36	26,000	Captain v. Uexlaer	Tientsin
Ilis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Bohneke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Morsberger	Tientsin
Scharnhorst	German river gunboat	—	—	—	Capt. Lieut. Janzen	Yangtze River
S. 90	German flag-ship	11,800	36	26,000	Capt. Rowing	Shanghai
Taku	German torpedo-boat	400	8	6500	Capt. Lieut. Bornenberg	Tientsin
Tiger	German torpedo-boat	280	4	6000	Obst. z. S. Classen	Tientsin
Tientsin	German river gunboat	223	4	1300	Comdr. Luppe	Tientsin
Vaterland	German river gunboat	223	4	500	Capt. Lieut. Frhr. Ficks	Canton
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Picenardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain J. Milheiro	Timor

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	U. S. submarine				Ensign J. McC. Murray	Mongapo
A-4					Lieut. E. D. McWhorter	Olongapo
A-6					Ensign J. C. Van de Carr	Olongapo
A-7					Ensign C. M. Yates	Olongapo
Albatross	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Olongapo
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lt. C. S. Graves	Cruising
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cruising
Callao	U. S. gunboat	243	8	260	Ensign W. L. Haiberg	Canton
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cruising
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign J. L. Oswald	Cruising
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cruising
Ed Can	U. S. gunboat	620	4	600	Lt. Comdr. V. S. Houston	Shanghai
Edens	U. S. gunboat	1382	9	1983	Comdr. H. H. Jackson	Shanghai
Mohican	U. S. station ship	1900	6	1100	Chief Gunner J. Mitchell	Cavite
Monadnock	U. S. monitor	3000	6	3000	Lt. E. P. Svarz	Olongapo
Montérey	U. S. monitor	4064	4	6277	Commander H. A. Wiley	Shanghai
Pampanga	U. S. gunboat	243	8	—	Lieut. C. A. Woodruff	Cavite
Piscataqua	U. S. sea going tug	634	2	1600	Lieut. S. W. Wallace	Canton
Pompey	U. S. Repair ship	3085	—	—	Lieut. R. V. Lowe	Shanghai
Quinos	U. S. gunboat	500	2	208	Lieut. J. W. Schoenfeld	Shanghai
Rainbow	U. S. cruiser	4280	14	1800	Lt. Comdr. A. N. Mitchell	Olongapo
Samat	U. S. gunboat	243	8	230	Lt. E. D. Washburn, Jr.	Cruising
Saratoga	U. S. armored cruiser	8115	14	17,401	Comdr. H. A. Bingham	Cruising
Villalobos	U. S. gunboat	370	9	208	Ensign H. A. McClure	
Wilmington	U. S. gunboat	1397	8	1804	Comdr. J. F. Hubbard	
Wompatuck	U. S. tug	402	—	850	Chief Engineer H. E. Johnson	

† U. S. S. Rainier, flagship of Rear-Admiral R. F. Nicholson, Commander, Pacific Fleet.

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PILSENER BEER...	...\$2.50
DOUBLE BOCK...	...\$2.50
GOLD RIBBON...	...\$2.70
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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

## THE NEW MODEL

### 'MOUTRIE'

Overstrung Piano.

Price \$450.

A Liberal Discount  
Given for Cash.GUARANTEED FOR FIVE  
YEARS.S. MOUTRIE &  
CO., LTD.

Reopened April 16, 1907

Powell's

PHONE 345.

LADIES'  
FOOTWEARAMERICAN  
&  
ENGLISH  
STYLES.ELEGANT SHAPES  
AND  
PERFECT FITTING.

REASONABLE PRICES.

Wm. Powell, Ltd.

THE EDWARD DISPENSARY,  
O. KAMMING & Co., Ltd.  
Chemists and Druggists.GREAT REDUCTIONS IN  
PRICES.PRESCRIPTIONS ACCURATELY  
DISPENSED.

Pure Drugs, Patent Medicines, &amp;c.

102, QUEEN'S ROAD, HONGKONG.

Reopened July 20, 1912.

THE CHINA MAIL

Typhoon Guide.

and vitals in every branch the vast organisation over which he presides. To do Mr. Churchill justice, the seal exists. But if naval critics are to be credited, it is not tempered with discretion. The complaint is that Mr. Churchill, though certainly no fool, is given to rushing in where angels might well fear to tread. After ten months at the Admiralty he feels himself competent to lecture and patronise officers who have grown grey between sky and sea. He fails to recognise the limitations of his position. His true duty is to act as a final court of appeal and as a channel of communication between the naval advisers of the Government and the Cabinet. Those are highly important functions, sufficient to monopolise the faculties of a man of great abilities. Properly done, they would leave no time for experiments in directing the movements of a fleet or for interference in highly technical questions which demand life-long study. Yet, so the critics allege, Mr. Churchill is by no means content to confine himself to legitimate spheres of activity. He must have his finger in every naval pie, and interfere with matters he does not and cannot fully understand.

The story of the naval manoeuvres of 1912 is certainly, if the current accounts are to be accepted, very disquieting and astonishing. Lord Charles Beresford, just before Parliament rose, asked some very pertinent questions as to the control exercised by wireless messages from the Admiralty over the movements of the defending fleet. Prince Louis of Battenberg, it was alleged, was confused by a series of conflicting orders from Whitehall, and had it been a case of real instead of sham war disaster must have resulted from this ill-informed interference. Mr. Churchill, in a quite inadequate reply to these searching queries, stated that the manoeuvres were organised and conducted by the First Sea Lord, assisted by the War Staff. Of course, neither the First Sea Lord nor the War Staff is competent to conduct active operations at sea. Their business is preparation, and nothing else; the only people who can properly manoeuvre ships are the admirals on the spot. If our next naval war is to be conducted by a party sitting round a table in Whitehall, disaster will infallibly dog our every step. But it seems it is not quite accurate to say that the War Staff and the First Sea Lord alone interfered; Mr. Churchill himself was responsible for this new scheme of directing naval movements on the cable chess-match principle. After this arrogant assumption, it is not difficult to believe that the First Lord afterwards lectured the assembled admirals on the way in which the manoeuvres should have been conducted—and this before the umpire had even presented his report. Nor is it hard to credit the statement that Mr. Churchill's audacity has caused great indignation, not only among the persons immediately concerned, but throughout the Navy. Professional susceptibility is a factor the wise administrator must admit into his calculations, and in this case it is impossible to withhold sympathy from the experienced naval commanders who feel that an unpardonable slight has been thrown on the Service. We hope that Mr. Churchill will take cognisance in time of a feeling which may not only ruin his career at the Admiralty, but which is a minor matter—but may involve the country in very serious difficulties. Lord Charles Beresford has publicly described the First Lord as "worse than Mr. McKenna." That is an accusation which should not be made lightly against any man, and we are loath to accept it without qualification. But we can easily see that Mr. Churchill's abilities will be worse than useless if he cannot control his passion for meddling and for assuming that kind of control which, frankly, he is not competent to exercise. His business is first to ascertain from the proper advisers what constitutes a fairly generous estimate of our naval strength, and next to press on the Cabinet the absolutely necessary "making proper provision." The rest, if he is wise, he will leave to a technical staff which has never shown itself inadequate to its responsibilities. At the critical moment, he is to be ready to accept a general estimate of the situation, and to determine whether or not the policy he has been pursuing is soundly determined. Our naval strength is not to be measured by the number of ships, but by the quality of the command and the efficiency of the departments with his own.

## TYPHOON WARNING

The following telegram from Manila was received at the American Consulate-General at 12:15 p.m.  
Manila, September 20, 1912.  
Cyclone or Typhoon E. of Northern Luzon more than 300 miles distant recurring northward.

## NEWS OF THE DAY.

The picture on our "Overland China Mail" cover to-morrow shows Mr. Fong Yue seated on his flying machine. It will be remembered that Mr. Fong was killed while making flights at Canton recently.

The German Mail of the 21st August was delivered in London on the 19th Sept.

H.M.S. Fama, Janus, and Rosario, and submarines C. 37 and C. 38 returned to Hongkong to-day.

Mr. E. A. Sweeney, of the "Straits Times," formerly of Hongkong, has left for England by the German mail steamer Kleist, for a holiday. He will be away about seven months.

Rain caused the postponement of the promenade concert which was to have been given by the band of the K.O.Y.L.L. last evening in the Gardens. Among the audience which assembled before the rain came on were H. E. the Governor, Lady May, and members of their suite.

In the Summary Court this morning the Colonial Treasurer, represented by Mr. Hodgson, assistant Crown Solicitor, obtained judgment against Chan Chiu for \$2,198.80. In answer to the Plea Judge Mr. Hodgson said a special section of an Ordinance allowed such claims, though over \$10,000, to be brought in the Summary Court.

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## TWO DEFENDANTS.

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## V. E. C. ANNUAL AQUATIC SPORTS

### Interport Contests.

#### FIRST DAY.

As our readers well know, Shanghai has this year sent down a team to compete against Hongkong at the V.E.C. Annual Aquatic Sports which are being held at the Club's premises yesterday, to-day and to-morrow (Saturday, ladies' day). Yesterday, the opening day, was attended with great success. Most satisfactory arrangements had been made by Mr. Frank Lamont, the Club's indefatigable Hon. Secretary, and a working sub-committee while the enclosure presented a gala appearance, thanks to the efforts of the Club's steward, Mr. C. Lashlari. Gay bunting stretched over the bath, with a Shanghai flag at one end and a Hongkong flag at the other. The ample accommodation for spectators was well filled by members and friends, who roundly applauded the winners in each event. The weather was all that could be desired and with excellent sport the afternoon was a most enjoyable one.

The following were the Officials: President: His Excellency Sir Henry May, K.C.M.G., Chairman: Mr. W. Logan, Hon. Treasurer: Mr. C. D. Silva, Hon. Secretary: Mr. F. Lamont, Judges: Mr. A. Charlton, Mr. H. C. Seyer, Mr. A. A. Alves, Mr. F. W. White, Mr. F. Lamont. Referee: Mr. W. Logan, Starter: Mr. A. E. S. Alves, Mr. H. E. Scriven. Handicappers: Mr. H. E. Scriven, Mr. A. N. Barros, Mr. R. C. Wittehall, Mr. A. H. Carroll, Mr. H. C. Seyer. Official Time-keepers: Mr. E. Frohlich, Mr. D. K. Blair, Mr. G. W. Avenall, Mr. T. Chea. Competitors: Stewards: Mr. F. P. Lanfester, Mr. A. H. Carroll, Mr. E. A. S. Fowler.

THE RESULTS.  
The programme and results were as follows: 440 YARDS. Hongkong v. Shanghai. Two prizes.

Previous Winner, 1909 R. W. MacCabe (Shanghai), 7 mts. 56 secs. 1910 T. Logan (Hongkong) 5 mts. 51 secs.  
First, R. Barthet, 7 mts. 64 secs.  
Second, L. C. R. Souza, 7 mts. 81 secs.  
This race was swum on Wednesday afternoon and was described in our issue of yesterday.

TWO LENGTHS, HANDICAP. (Members only). First in each heat to swim in final. Two prizes.

FIRST HEAT. Rec. Goes at.  
P. A. Yvanovich ... 8 4  
A. J. V. Ribeiro ... 4 6  
B. V. Bradbury ... 3 7  
M. L. Ralston ... 2 8  
R. C. Wittehall ... 2 10

SECOND HEAT. Rec. Goes at.  
J. V. Fraze ... 8 2  
G. C. Jorge ... 8 5  
C. A. Rodrigues ... 3 7  
P. M. Remedios ... 2 10

THIRD HEAT. Rec. Goes at.  
E. K. Tata ... 10 4  
E. L. Braganza ... 4 6  
J. M. Roza Pereira ... 4 8  
W. J. Carroll ... 2 8  
F. L. da Roza ... 1 9

FOURTH HEAT. Rec. Goes at.  
A. Calvert ... 10 6  
G. E. Lucas ... 4 6  
A. V. Barros ... 3 7  
F. A. Massberg ... 2 8

Some free swimming and close finishes were seen as the heats were swum off, which proves the correctness of the handicapping. The winners were: A. J. V. Ribeiro (314), G. C. Jorge (321), J. M. Roza Pereira (331) and A. V. Barros (331).

The final is to be swum off to-day.

RUSSIAN HALLER, Swallow Style. Hongkong and Shanghai. Three Trials. Two prizes.  
Previous Winner 1909, F. A. Silva (Hongkong).  
Previous Winner 1910, Remedios (Shanghai).

First, ... M. A. R. Souza  
Second, ... J. M. A. Remedios  
Hongkong was both first and second in this event. Six competitors entered for Hongkong and three for Shanghai, they were—Hongkong: M. A. R. Souza, J. M. A. Remedios, A. R. Elias; P. A. Massberg, C. Humphreys and F. H. Silva. Shanghai: R. Barthet, T. W. R. Wilson, E. J. Brown.

The springiness of the board seemed to put the Shanghai man off good diving. The result must have been very close and many fancied Remedios for first place. C. Humphreys dived well but about while R. Barthet spoiled his chance by one bad dive.

THIRTY-ONE FOT BALL. Hongkong v. Shanghai. Three trials. Two prizes.  
Previous Winner 1909, E. W. MacCabe (Shanghai) 37 ft. 4 in.  
Previous Winner 1910, R. W. MacCabe (Shanghai) 38 ft. 1 in.  
First, Collier, R. G. A. Distance 78 ft. 6 in.  
Second, E. C. Wittehall, Distance 72 ft. 6 in.

Collier's first throw was his best, and constituted a record in interport contests. Again Hongkong got first and second. The other contestants were: F. K. Tate and F. E. Lamont, of Hongkong, and T. W. R. Wilson and P. W. MacCabe, of Shanghai. MacCabe, winner in both previous contests, threw 30 feet.

THIRTY-ONE FOT BALL. (Members only). First Trial. Second Trial.  
P. M. Remedios ... 7 11  
F. L. da Roza ... 4 6  
A. J. V. Ribeiro ... 4 6  
W. J. Carroll ... 2 8  
B. V. Bradbury ... 3 7  
M. L. Ralston ... 2 8  
R. C. Wittehall ... 2 10

R. K. Tate's short spilt, the second team's chance. It was a very close finish between No. 2 and No. 3. R. K. Tate, the last man of No. 3, entered the water a mile before P. M. Remedios, of No. 1 and the latter was unable to make up the distance.

TWO LENGTHS. (Army, Navy and Police). C. Barnes ... A. E. Nutty ... S. C. O'Brien ... H. Harris

First Smith ... Second Nutty  
This was a close finish, Smith winning by a touch in 33 secs.  
HALF-MILE. Hongkong v. Shanghai. Two prizes.  
Previous Winner 1909, R. W. MacCabe (Shanghai) 18 mts. 21 secs.  
Previous Winner 1910, T. Logan (Hongkong) 16 mts. 53 secs.

First R. Barthet ... Time 14 mts. 30 secs.  
Second A. E. Nutty ... Time 14 mts. 41 secs.  
This was the most important event of the afternoon and was watched by a large crowd. It was swum in the harbour over the same ground as the 440 yards the previous day. There was a field of twelve: nine Hongkong representatives—A. V. Barros, A. A. Charlton, A. S. Elias, H. Miller, G. Daly, S. F. Mose, F. M. O'Connell, E. Nutty and L. C. R. Souza—and three Shanghai men—R. Barthet, A. K. Brown and R. W. MacCabe.

From the start Miller (K.O.Y.L.L.) took the lead which he kept till the end of the sixth length when Nutty passed him. The length up to then had been done in 1.05, 1.21, 1.28, 1.29, 1.29, 1.26, 1.17. Nearing the end of the seventh length Miller gave up. (Time missed). In the eighth length Barthet now came through the field into second place, with MacCabe third and Barros fourth. (10.54) A. K. Brown gave up at the end of this length. In the ninth the order was Nutty, Barthet, Barros, MacCabe and Claxton. (11.16—12.10). In the tenth Nutty was still leading by several lengths, Barthet was second, Claxton went into third place and MacCabe dropped out of the running. Barros was fourth. (12.19—13.29). After the turn for the last length Barthet started to sprint after Nutty and an exciting finishing ensued. Barthet, sprinting all the way, just managed to catch Nutty on the post and won a splendid race after doing the last 10 yards in 1st. 7 sec. Nutty almost forgot to touch the board, so was five seconds behind the winner. Claxton was third 40 yards behind, Souza was fourth, Barros fifth and MacCabe sixth. The rest did not finish.

Needless to say, Barthet was greeted with enthusiastic applause on coming out of the water.

WATER POLO.  
The picked teams for the interport water polo to-morrow are: Shanghai: R. W. MacCabe, E. Thagber, T. Wilson, E. J. Brown, A. K. Brown, R. Barthet and T. W. R. Wilson. Hongkong: R. O. Wittehall, A. V. Barros, H. A. Lamont, J. M. Roza Pereira, R. A. Carralho, C. A. Rodrigues and A. S. Elias. Reserve: L. E. Lamont and Pte. Smith. Referee: W. Carroll. Time-keeper: E. Frohlich.

ENTERTAINMENTS.  
A dinner and smoker are to be held in the V.E.C. gymnasium on Saturday night and on Sunday afternoon a swimming picnic for the teams and committees is being arranged.

THE PORTION.  
In the interport events three points for a win and one for a second are allotted to decide the champion port. At the end of yesterday's contests Hongkong was leading by 10 points (2 firsts and 4 seconds) to Shanghai's 8 (3 firsts).

## CORRESPONDENCE

GREEN ISLAND CEMENT CO., LTD.

(To the Editor of the "China Mail.")  
DEAR SIR:—At the Twenty-third Ordinary General Meeting of the above Company held on 30th March, 1912, the following is taken from the Chairman's speech.

EXTRACT FROM THE CHAIRMAN'S SPEECH.  
"The Chairman said:—Before proceeding to the ordinary business of the day, gentlemen, I have an announcement to make and this is that after considerable discussion and interchange of views in business arranged between the members of the late Investigation Committee and the General Managers, subject to your approval on a subsequent occasion, that the conduct of the affairs of the company shall be subjected to some modification. A Board of Directors will be elected at an early date with and under whose General Manager will perform their functions. The remuneration of the General Managers will be reduced and be made contingent upon the well doing of the company, and some of the recommendations of the Committee as to accounts and auditors will be as far as practicable carried out. The main points of the understanding now agreed and the details will be put before you at a later date and it is not possible to give too much information at this time. It is thought that the new arrangement will be a very satisfactory one and will be a great benefit to the company."

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## Shipping

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANYWILL dispatch VESSELS to the Undermentioned PORTS on or about the  
DATES named:-

DESTINATION	STEAMER	TO SAIL	REMARKS
SHANGHAI, KORE AND YOKOHAMA	NANKIN	23rd Sept.	Daylight, Freight and Passenger.
SHANGHAI	CHINA	28th Sept.	Daylight, Freight and Passenger.
LONDON, via Suez, Port Said, Pango, Chimo, Port Said & Marseilles	DEVANHA	28th Sept.	See Special of Call.
LONDON & ANTWERP	CEYLON	4th Oct.	About Freight only.

H. W. D. SHALLARD, Acting Superintendent.

P. &amp; O. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER

## THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.  
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From Quebec.
1912	1912
EMPEROR OF INDIA Sat. Oct. 5.	EMPEROR OF IRELAND Fri. Nov. 1.
EMPEROR OF JAPAN Sat. Oct. 26.	ALLAN LINE Fri. Nov. 22.
EMPEROR OF BRITAIN Sat. Nov. 16.	EMPEROR OF BRITAIN Fri. Dec. 13.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL	ARRIVE HONGKONG
To QUEBEC and RAIL TO VANCOUVER	FROM YOKOHAMA VIA KORE, NAGASAKI AND SHANGHAI
EMPEROR OF IRELAND Fri. Aug. 23.	MONTEAGLE Fri. Sept. 27.
ALLAN LINE Fri. Sept. 13.	EMPEROR OF INDIA Thurs. Oct. 17.
EMPEROR OF BRITAIN Fri. Oct. 4.	EMPEROR OF JAPAN Thurs. Nov. 7.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic

fleet equipped with the Marconi wireless apparatus.

Each trans-Pacific steamer connects at Vancouver with a Mail Express

Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress

of Britain' and 'Empress of Japan' are magnificent vessels of 14,500 tons,

speed 21 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York

(including Meals and Berth in Sleeping Car while crossing the American Continent by

Canadian Pacific Coast Line).

Passengers for Europe have the option of going forward by Trans-Atlantic

Steamship from Canadian Ports or from New York or Boston.

Special Through Rates (First Class only) are granted to Missionaries,

Members of the Naval Military, Diplomatic and Civil Services of China and Japan

Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of

interest on route.

E. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers

(except intermediate) the accommodation and commissariat being excellent in

every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Monteagle

and 1st Class on Canadian and American Railways, 2nd Class on Atlantic,

and 1st Class on Canadian Atlantic Port 24s.

Via New York 24s.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. ORRADOCK, General Traffic Agent,

Corner Pedder Street and Praya (Opposite Blake Pier).

## Shipping

## THE BIG 4 OF THE PACIFIC MAIL S.S. CO.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS Individual Electric Reading Light in each berth and

Electric Fan in each Stateroom under passenger's control.

SWIMMING TANK is installed on deck for salt water plunge. Bathing

suits on board.

BAND Filipino String Band Concerts each afternoon and evening and also

during Tiffin and Dinner.

CUISE The Cuisine is under the direct supervision of one of the world's

most famous chefs.

GAMES AND AMUSEMENTS Deck Games, such as Quoits, Shuffle-board

and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor

amusements, such as musical entertainments, Dances and Masquerade Balls on deck

are also arranged to while away the time.

WIRELESS SUBMARINE SIGNAL SERVICE The most powerful

Wireless Telegraph apparatus is installed on all steamers. Is used as an additional

measure of safety.

BILGE KEELS Are fitted to the ships to prevent rolling at sea, thus ensuring

perfect steadiness and constant comfort.

THE COST Is not more by this route with its unrivalled opportunities, than

by any other route. For a return ticket to London the cost is but £120, including

berth and meals across America. To San Francisco via Japan and Honolulu the cost is

£45. For the INTERMEDIATE SERVICE First Class accommodations are provided

for £48 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES

to Officers, Army, Navy, Consular or Civil Service, on application.

STATIONS:

\* CHINA 10,200 Tons Sailing TUESDAY, 24th Sept., at 1 p.m.

\* MANCHUKIA 10,200 Tons Sailing TUESDAY, 1st Oct., at 1 p.m.

\* NILE 11,000 Tons Sailing TUESDAY, 16th Oct., at 1 p.m.

\* Intermediate Steamers.

King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

Panama-Pacific International Exposition—San Francisco—1915.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU &amp; TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 KNOTS. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Captain Date of Sailing.

Chiyo Maru W. W. GERRARD TUESDAY, 8th Oct., at Noon.

NIPPON MARU A. G. STEVENSON TUESDAY, 29th OCT., at Noon.

TENYO MARU E. BENT TUESDAY, 5th NOV., at Noon.

SHINYO MARU H. S. SMITH TUESDAY, 26th NOV., at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Nagasaki,

Kobe, Yokkaichi, Yokohama and Honolulu, on TUESDAY, the 8th October, at

Noon.

## SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO,

and the TERUANTO NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:-

BUYO MARU, HONGKONG MARU &amp; KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE &amp;

VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Tons Date of Sailing

Buyo Maru 4,000 Friday, 4th Oct., at Noon.

HONGKONG MARU 4,000 TUESDAY, 3rd DECEMBER, at Noon.

KIYO MARU 4,000 SATURDAY, 1st FEBRUARY, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELE-

GRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:-To OFFICERS of the ARMY and NAVY, members of the

CIVIL &amp; CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and

AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent,

KING'S BUILDING (Opposite Blake Pier).

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE &amp; PUGET

SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE &amp; ST. PAUL

RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route

from the Pacific Coast to CHICAGO.

Taking cargo on through bills of lading to all Overland Common Points in the

U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.C. &amp; TACOMA via KOBE, YOKKAICHI &amp; YOKOHAMA.

Steamers Captains Leave

'TACOMA' MARU T. Hamada Thursday, 3rd Oct. at 2 P.M.

'PANAMA' MARU T. Kano Tuesday, 15th Oct. at 2 P.M.

'SEATTLE' MARU T. Saito Thursday, 31st Oct. at 2 P.M.

'MEXICO' MARU T. Kobayashi Tuesday, 12th Nov. at 2 P.M.

'CHICAGO' MARU T. Goto Thursday, 29th Nov. at 2 P.M.

'CANADA' MARU T. Mori Tuesday, 10th Dec. at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI &amp; YOKOHAMA.

Calling at SHANGHAI, MOJI, KOBE, YOKKAICHI &amp; YOKOHAMA.

Calling at KIELUNG.

These Newly Built Steamers have fair speed and are fitted with the Wireless

Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted

rooms for carrying Silk, Treasure and Perols. Special attention given towards

Express connection.

For FOOCHOW via SWATOW AND AMOY.

Steamer Captain Leaves

'KALIO' MARU Y. Yamamoto Wednesday, 25th Sept., at noon.

For TAMSUI via SWATOW &amp; AMOY.

Steamer Captain Leaves

'DAIGO' MARU Y. Somakawa Sunday, 22nd Sept., at noon.

'DALIN' MARU T. Fuchigami Sunday, 29th Sept., at noon.

For ANPING &amp; TAKAO via SWATOW &amp; AMOY.

Steamer Captain Leaves

'SOSHU' MARU K. Sukawa Wednesday, 2nd Oct., at 10 A.M.

For CANTON (Direct).

Steamer Captain Leaves

'SOSHU' MARU K. Sukawa Friday, 27th September.

These steamers of the Coast and Formosa Line have excellent accommodation for

First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the

Harbour Office, Praya Central).

For further information, apply to

S. HIROL Manager,

Keeck Street, No. 1, Queen's Building.

## Shipping

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR CHEFOO &amp; NEWCHANG.

STEAMERS TO SAIL

SHANGHAI NINGPO Sept. 21, at 4 p.m.

SHANGHAI SHANGHAI Sept. 21, at 4 p.m.

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## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913:

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due London (1 day later)
Steamer	Tons	Steamer	Tons	Day
INDIA	8000	MOULTAN	10000	Feb. 21
ASSAYE	7500	MAINA	12000	Mar. 7
HIMALAYA	7000	MOREA	11000	Mar. 15
DEVANHA	8000	MARMORA	13000	Mar. 29
DELTA	8000	MEDINA	12000	Apr. 12
INDIA	8000	Through Steamer		Apr. 18
ASSAYE	7500	MONGOLIA	10000	May 10
DEVANHA	8000	MACEONIA	10000	May 24
CHINA	8000	MALWA	11000	June 7

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS  
WILL LEAVE FOR

## LONDON,

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due Marseilles	Due London
NOVARA	7000	about	about
SUNDA	7000	January 22	March 5
SARDINIA	7000	February 5	March 19
SOMALI	7000	February 19	March 2
NAMUR	7000	March 5	April 18
NANKIN	7000	March 19	April 30
NANZAN	7000	April 2	May 14
NORE	7000	April 16	May 28
NILE	7000	April 30	June 13
	7000	May 14	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON  
1st SALOON £55.0 SINGLE £82.10 RETURN.  
2nd " £38.10 " £57.4

For further particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For STEAMERS CAPTAIN TO SAIL.

MARSEILLES, Via Ports CALEDONNIEN, MELB. about 24th September.

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for LEBANON, CONNATIM and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
Via STRAITS AND COLOMBO,  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. C. FELD LAEISZ.....21st Sept.	S.S. SILESIA.....21st Sept.
S.S. AROADIA.....23rd Sept.	For Rotterdam, Hamburg & Antwerp
S.S. SCANDIA.....13th Oct.	S.S. BELGRAVIA.....6th Oct.
S.S. BAYERN.....17th Oct.	For Havre, Rotterdam & Hamburg
S.S. LIBERIA.....7th Nov.	S.S. C. FELD LAEISZ.....23rd Oct.
S.S. ALESIA.....19th Nov.	For Marseilles, Rotterdam and Hamburg
	S.S. SACHSEN.....30th Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

## THE CHINA MAIL, LTD

Undertakes

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECT-  
USES, WINE LISTS, ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,

5, Wyndham Street.

European Supervision

Moderate Prices

## Shipping

## THE BANK LINE, LIMITED.

(ANDREW WEIR &amp; CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, B.C., VANCOUVER, SEATTLE, and  
TACOMA.

via SHANGHAI &amp; JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
ORTERIC	October 3rd.
LORD CURZON	November 20th.
LORD DERBY	December 17th.

To be followed by other steamers of the Company at regular intervals.  
The BANK LINE Steamers are of the Newest Design, have most Com-  
modious Accommodation and are fitted throughout with Electric Light and  
Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.  
Will call at AMOY and KEELUNG if sufficient inducement offers.  
For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED,  
KING'S BUILDING, RAJA CENTRAL.

Telephone No. 750.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA,  
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH  
and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian  
African Line.

## NEXT SAILING.

FROM HONGKONG. FROM COLOMBO,  
10th October.

For Rates and further information, apply to

THE BANK LINE LIMITED,  
(MANAGING AGENTS).

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the  
Argentine.Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports  
transhipping to Conference-Weir Line steamers at Calcutta.FROM HONGKONG connecting with Company's Steamer  
at CALCUTTA.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.New Line of Steamers  
South African Ports.

## ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay,  
Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius  
if sufficient inducement offers, and affording the Quickest Freight Transport from the  
Orient to South Africa.

## PROPOSED SAILINGS.

S.S. DUNERIO, 3,000 tons.....To be despatched at the end of September.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,  
Managing Agents.NORDDEUTSCHER LLOYD,  
BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGHERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	GOEBEN, Capt. G. Lindemann.	(17,300)	WEDNESDAY, 2nd Oct., at 10 a.m.
HANGHAI, NAGASAKI, KOBE & YOKOHAMA.	DERFLINGER, Capt. F. Prosch.	(17,000)	WEDNESDAY, 2nd Oct., at 10 a.m.
MANILA, ANGAUR, YAP, PRINZ WALDEMAR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	Capit. H. Bremer.	(8,100)	SATURDAY, 5th Oct., at 10 a.m.
KOBE & YOKOHAMA.	COBLENZ, Capt. L. Klugkist.	(8,700)	TUESDAY, 15th Oct., at 10 a.m.
KUDAT and SANDAKAN.	BORNEO, Capt. F. Semhill.		Middle of October.
SANDAKAN	RAJAH		About the 30th inst.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletank.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS &amp; CO.,

General Agents, Hongkong &amp; China.

PHILIPPINES STEAM-  
SHIP Co.

Steamship	Tons	Captain	For	Sailing
SURI	4,000	S. A. Ombay	Manila, Singapore, Sulu & Cebu.	Saturday, Sept. 28, at 4 p.m.
ZAFIRO	4,000	M. O. Smith	Manila, Singapore, Sulu & Cebu.	Saturday, Sept. 28, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping

## AUSTRIAN LLOYD.



(Under Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

Accelerated Train Service from Trieste to Paris, London and Berlin.  
S.S. AFRICA, 8800 tons, will leave as above on 22nd September, at 3 p.m.  
S.S. KOEHLER, 9900 tons, will leave as above on 19th October, at 3 p.m.  
Cheap rates, Hongkong—Trieste, Yenice £50 1st class, £35 2nd class & £19 3rd class.  
Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax,  
no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## TO SHANGHAI.

S.S. KOEHLER, 9900 tons, will leave as above on 5th October, a.m.  
S.S. BOHEMIA, 7900 tons, will leave as above on 4th November, a.m.  
Cheap rates Hongkong—Shanghai £6 1st class, £4 2nd class and £2 3rd class.

## MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA, 14,300 tons, will leave for TRIESTE, Fiume and  
VENICE, via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN,  
SUEZ, PORT SAID, about 1st October.

## TO KOBE.

S.S. CHINA, 11,800 tons, will leave as above and to Yokohama via Shanghai about  
28th September.

S.S. E. FRANZ FERDINAND, 18,000 tons, will leave as above about 31st Oct.  
Superior accommodation for Select Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.  
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to  
SANDER, WIELER & CO., Agents,  
PRINCES' BUILDING.

Hongkong, January 3, 1912.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having  
splendid Accommodation for First-Class Passengers. Electric Light. Excellent  
Cuisine.FOR SWATOW, AMOY & FOOCHEW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING.

HAIMUN.....Capt. J. W. Evans..... WEDNESDAY, 27th Sept., at 11 a.m.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN.....Capt. J. W. Evans..... SUNDAY, 22nd Sept., at 11 a.m.

During the months of July & August—Return Tickets available for three months  
will be issued at a reduction of 50% on the usual rate to Foochow.Steamers will arrive at, and depart from the Company's Wharf  
near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.THE EASTERN & AUSTRALIAN  
MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Aug. 30.	Sept. 25th, at 11 a.m.
ST. ALBANS	Sept. 29.	Oct. 12th, at Noon.
EASTERN	Oct. 18.	Nov. 9th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.  
For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

## NOTICE.

## RUSSIAN VOLUNTEER FLEET.

THE HONGKONG AGENCY of the Russian Volunteer Fleet accepts cargo and  
issues through Bills of Lading for the following ports—

(a) Vladivostok, Nagasaki, Singapore, Penang, Colombo, Djibouti, Hodeidah,  
Djeddah, Suez, Port Said, Constantinople, Odessa, Batoum.....with direct steamers.  
(b) Nikolaeval, Hakodate, Petropavlovsk and all Northern Ports of Asia.....  
with transshipment at Vladivostok.

(c) Naples, Genoa, Trieste, Marseilles, Jaffa, Alexandria, Tripoli, Alexandretta,  
Beyrouth, Smyrna, Chios, Mitylene, Salonica.....with transshipment at  
Port Said.

(d) Theodosia, Sebastopol, Novorossiisk, Trebizonde and all ports of the Black  
and Azov Seas.....with transshipment at Odessa or Batoum.

The Steamship "KOSTROMA", 3,800 R.T., Commander Petrof-Tokaref,  
having arrived at Hongkong on the 17th of September, will leave most likely about  
the 22nd of September for Indian Ocean, Red Sea, Mediterranean and Black Sea Ports.

The Steamship "MOCHILEV", 6,200 R.T., Commander J. Steicky, is  
expected to arrive in Hongkong on the 23rd of September afternoon, and will leave  
most likely on the 24th of September for Nagasaki and Vladivostok.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF,  
AGENT.

HOTEL MARBOUR, Nos 12a and 14, Third Floor.

Telephone 1294.

Hongkong, Sept. 20, 1912.

## Notices to Consignees

'BEN' LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
FROM LEITH, MIDDLESBROUGH,  
LONDON & STRAITS.

THE Steamship BENAVON.

Consignees of cargo are hereby informed that all goods are being loaded at their risk into the hazardous and/or extra dangerous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 3rd prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 19, 1912. 1184

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Co's Steamship Kungang having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered (upon alongside).

Cargo impeding the discharge or remaining on board after 4 p.m., the 25th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Sept. 19, 1912. 1185

## 'BARBER' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SAINT PATRICK.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 15th prox., or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, September 16, 1912. 1186

## PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN  
PORTS & SHANGHAI.

CONSIGNEES of Cargo per Steamship

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after MONDAY, September 16, at noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on FRIDAY, 20th Sept., at noon will be subject to storage and landing charges.

No claims will be entertained for damage or damage unless packages have been examined prior to delivery, and list of exceptions furnished consignees.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Goods will be examined at the above Company's Godown on THURSDAY, Sept. 19th, 1912, at 10 a.m.

All claims must be filed on or before October 13th, 1912, otherwise they will not be recognised.

FRED J. BALCH, Agent.

Hongkong, Sept. 13, 1912. 1187

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